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"Resist with care the spirit of innovation upon the principles of your Government, however specious the pretents."—WASHINGTON.

VOL. XVI.

NO. 8.

Governor's Message.

[Continued.]

To make the subject plain and intelligible to every capacity is my earnest desire, and for that purpose it will be necessary to commence with the movements of the people themselves, to which, it is believed, the scheme of improvement is indebted for its origin, and to enter somewhat minutely into the legislature of the State, which succeeded those movements, commencing with that which took place in the session of 1826, and tracing it down to the present time. Although surveys and examinations had been directed in some parts of the State, and some of them had been actually made, and arrangements preparatory to the commencement of a system of improvement were in progress; yet it is believed that the celebrated Canal Convention which assembled at Harrisburg in the month of August, 1825, gave the first impulse to public sentiment in favor of commencing a system of internal improvement, within the State, upon an enlarged and extensive scale. By that convention, composed of one hundred and thirteen members, representing forty-six counties, and combining as much talent, respectability of character, and there is reason to believe, as much genuine patriotism as could be found in the same number of individuals, any where; resolutions were adopted declaring it, among other things, to be the opinion of the convention, "that the improvement of the commonwealth would be best promoted and the foundations of her prosperity and happiness most securely established by opening an entire and complete communication from the Susquehanna to the Allegheny and Ohio, and from the Allegheny to Lake Erie, by the nearest and best practicable route, and that such a work is indispensably necessary to maintain the character and standing of the State, and to preserve her strength and resources."—Other resolutions were passed by the convention, in which they expressed their views in relation to the manner in which the public works ought to be prosecuted, &c. And so entirely did public opinion at that period coincide with the views of the convention, in reference to the propriety of making, in the language of the resolutions, "a vigorous and united exertion for accomplishing without delay the connexion of the Eastern and Western waters," that at the very next session of the General Assembly an act was passed, entitled "an act to provide for the commencement of a canal to be constructed at the expense of the State, and to be styled 'The Pennsylvania Canal.' (approved the 25th February, 1826,) authorizing the commissioners appointed by a former act immediately to locate and contract for making a canal and locks and other works necessary thereto from the river Swatara, at or near Middletown, to or near to a point on the east side of the river Susquehanna, opposite the mouth of the river Juniata, and from Pittsburg to the mouth of the Kiskiminetas, and also as soon as they should deem it expedient and practicable to construct a navigable feeder of a canal from French creek to the summit level at Conneaut lake, and to survey and locate the route of a canal from thence to lake Erie, & the sum of \$300,000 was appropriated for carrying the provisions of the act into effect. And by act of the 1st April of the same year, the Governor was authorized to borrow, on the credit of the commonwealth, the sum of \$300,000, to be vested in the commissioners of the internal improvement fund, to be applied to the construction of so much of the Pennsylvania canal as was then authorized by law to be made or constructed. In pursuance of the provisions, of the several acts just recited, there were in that year (1826) put under contract by the board of canal commissioners twenty-two and a half miles of canal on the Susquehanna and twenty-four on the Allegheny river, making a total of forty-six and a half miles—the disbursements for the construction of which for that year, including preliminary surveys, &c. amounted to \$141,731 and thirty eight cents. This legislative effort of the session of 1826, laid the foundation of a system of internal improvement, which, as might easily have been foreseen, could not fail ultimately to lead to the expenditure of large sums of money on the part of the State for that object. No alarm however appears to have been excited in the public mind in regard to what had taken place, but such on the contrary was the calm and silent acquiescence on the part of the people, that at the succeeding session of the legislature, another act was passed and approved by the governor on the 9th April, 1827, entitled "an act to provide for the further extension of the Pennsylvania canal"—by which the board of canal commissioners was authorized and required to locate and contract for making a canal up the valley of the Juniata from the eastern section of the Pennsylvania canal to a point at or near Lewistown—also a canal, locks and other works necessary thereto up the valley of the Kiskiminetas and the Conemaugh from the western section to a point at or near Blairsville—and also a canal, locks and other works necessary thereto up the valley of the Susquehanna, from the eastern section of the Pennsylvania canal to a point at or near the town of Northumberland—also to commence operations on the feeder from French creek to the summit level at Conneaut lake, and to contract for so much as might be adapted to either of the routes in contemplation for connecting the Pennsylvania canal with lake Erie, for which latter object the sum of one hundred thousand dollars was appropriated. The act further directed, that if it should appear, after suitable examinations, that a navigable canal could be constructed between a point at or near Philadelphia, or at Bristol, or any intermediate point between Bristol and the head of tide water, and a point at or near the borough of Easton, then with the consent of the governor the board of canal commissioners were authorized, during the then ensuing season, to locate and contract for making a portion of a navigable communication, the expense of which should not exceed one hundred thousand dollars. Numerous other surveys and examinations were authorized to be made, and the sum of one million of dollars was appropriated

to be applied in the manner and for the purposes mentioned in the act. In pursuance of the directions contained in the act just recited, there were put under contract in that year eighteen miles of canal on the Delaware from Bristol upwards; forty miles on the Susquehanna from the eastern division to Northumberland; forty-four and a half miles on the Juniata from its mouth to Lewistown; fifty-one miles between Blairsburg and Pittsburg, and nine miles of the French creek feeder: making an aggregate of 162½ miles of canal; the disbursements on account of which for that year amounted to \$931,975 91.

I have been thus particular in referring to the several works directed to be put under contract by the act of 1827, because it was the commencement of a scheme of diffusive and unconnected works of improvement, and without expressing any opinion with regard to the wisdom of the measure, (which at this time would be altogether unavailing) I would simply refer those, who now object to that course of improvement and insist that the legislation of 1831 in reference to our public works should have been arrested, to that period as the one at which a successful intervention to stay the further progress of the public works might have been attended with consequences of a less injurious character than could have been the case at any time since. Whether the policy adopted by the legislature, in passing the act of 1827 was sound or otherwise, is not now the question. The people sustained it, and evinced their satisfaction with the measure by again electing a majority of representatives to the General Assembly, favorable to a continued perseverance in further extending and prosecuting works of internal improvement: and on the 24th of March 1828 another act was passed, entitled "an act relative to the Pennsylvania canal and to provide for the commencement of a rail road to be constructed at the expense of the state and to be styled the Pennsylvania rail road." By this last mentioned act the board of canal commissioners was authorized to contract for making canals, locks and other works from the commencement of the Pennsylvania canal, at or near the mouth of the river Swatara, to Columbia, in Lancaster county, from Lewistown to the highest point expedient and practicable for a canal on the Juniata; from point at or near Northumberland to Bald Eagle on the West Branch; from Northumberland to the New York state line on the North Branch; from a point at or near Taylor's ferry to Easton; and from Blairsburg to the highest point expedient and practicable for a canal on the Conemaugh; providing, however, that only ten miles from the river Swatara to Columbia; not more than twenty-five nor less than twenty on the west branch, and not more than forty-five nor less than fifteen miles, of each of the other sections, should be put under contract during that year. The rail road across the Allegheny mountain was directed to be located &c. with a view of connecting the Juniata and Conemaugh sections of the Pennsylvania canal and the rail road from Columbia to Philadelphia was directed to be put under contract within that year, with a view to its completion within two years or as soon thereafter as practicable; the act authorized further examinations and surveys and a loan of two millions of dollars.

In virtue of the provisions of this act, there were put under contract in 1828 ten miles and a half of the French creek feeder, twenty-six and a half miles of canal from Blairsburg up the Conemaugh, forty-five miles of the Juniata, twenty-three miles on the west branch, forty five miles on the north branch, thirty-five miles and a half on the Delaware, and ten miles between Middletown and Columbia, making in the whole one hundred and ninety-five miles and a half of canal: forty miles and a half of rail road formation were also put under contract between Columbia and Philadelphia and the disbursements required for that year amounted to \$2,785,612 24.

The act of the 24th March, 1828, was followed by that of the 22d of April, 1829, entitled "an act relative to the Pennsylvania canal and rail road," directing the canal commissioners to cause so much of the contracts already made upon the different lines of canal and rail ways to be completed within that year as should be practicable, and requiring them to enter into contracts for the execution of those sections on the Delaware division of the Pennsylvania canal between Bristol and Easton, and the sections of the north branch division between Northumberland and Nanticoke falls which had not yet been commenced, and to complete the same if practicable within that year, and the sum of \$2,200,000 was directed to be borrowed and appropriated to the several objects contemplated by the act. The works put under contract in pursuance of the directions of this act, were six miles and a half of canal on the Delaware, and nine miles on the north branch division, and the amount of disbursements required for that year (1829) was \$3,732,325 92 for canal and rail road purposes.

From the foregoing exposition of the course of legislation that obtained from 1826 until the close of the year 1829, it will be seen, that extensive sections of canal and rail road formation were authorized to be put under contract during that period, and that large appropriations were necessarily called for from year to year to carry those contracts into execution: that during and until the close of the administration of my predecessor, four hundred and twenty miles of canal, according to the reports of the board of canal commissioners, but actually amounting to four hundred and twenty two and an half miles, and forty miles and a half of rail road formation, had been put under contract, which have required, as will be shown hereafter, and still require the disbursement of nearly the whole amount of the large sum of money that have hitherto been borrowed from year to year for internal improvement purposes, but, especially were the majority of the people to their favor's project of the internal improvement of the State, that it was not until the unpropitious and unfavorable course of things which occurred in the summer of 1830, when the credit of the commonwealth became depress-

ed, and the confidence of capitalists and of monied institutions had been shaken in regard to the sufficiency & ability of the fund pledged for the payment of interest, when permanent loans could not be obtained and money could with difficulty be borrowed on temporary loan to answer the pressing emergencies of the State, and when the late executive was reduced to the necessity of requiring a special session of the legislature to relieve the commonwealth from the embarrassments which were pressing upon it on every side, that any uneasiness or alarm was discoverable on their part; nor had any opposition to a progressive system of improvement until then manifested itself by petition, or in any shape other than by the negative votes of members of the legislature constituting the minority in either house. It was this unpropitious state of the commonwealth's affairs that induced the message of the 14th day of January, 1830, to the two Houses, exhibiting the state of indebtedness of the commonwealth and pressing upon them the urgent necessity of providing a fund for the payment of interest which should be both ample and permanent. This measure was again earnestly pressed in the last annual message to the legislature, and in that accompanying the return of the bill of the 21st March last entitled "an act to continue the improvement of the state by canals and rail roads" to the House of Representatives. Whatever may have been the effect of these several messages, one thing is certain, that in a very short time after the first of them had been read in the two houses, capitalists and monied institutions vied with each other as to which of them should obtain the State loans; high premiums were offered and obtained, under the conviction and in the entire confidence that an adequate fund for the punctual semi-annual payment of the interest would be established, the commonwealth has ever since been enabled to borrow all such sums as her exigencies from time to time required, upon terms highly advantageous to her financial operations and flattering to the state of her credit, and the sum of three hundred and eighty-six thousand nine hundred and eighty-nine dollars and seventy-one cents, has since been paid into the Treasury in the shape of premiums upon loans. To this prosperous condition, in which the credit of the state has been placed, is to be ascribed the delay for the necessity of calling upon the people for their contributions to supply the interest fund, the premiums paid upon loans having, until the last semi-annual payment of interest which became due on the first of August last, so far aided in replenishing that fund as to enable it to meet the entire payment of the interest as it became due. On the day last mentioned, however, a deficiency in that fund amounting to the sum of \$26,276 10 occurred, for which sum it became necessary to resort to the general appropriations for the construction of canals and rail roads as authorized by the act of the thirtieth of March last. As however this mode of supplying the interest fund by premiums to be paid upon loans cannot be expected to continue, and would, under any circumstances, be too capricious and unsafe to be relied upon; and as there is reason to believe, that increasing deficiencies will occur, in the interest fund, for a time, until the tolls arising from the public works shall be sufficient to supply them (for information in relation to which the general assembly is referred to the report of the commissioners of the internal improvement fund,) it will become necessary to supply those deficiencies by a resort to the revenues authorized to be collected by the several acts of assembly, entitled an act assessing a tax on personal property, to be collected with the county rates and levies, for the use of the commonwealth, and "an act to increase the county rates and levies, for the use of the Commonwealth," passed respectively the twenty-fifth day of March last.

No honest citizen of Pennsylvania can desire a recurrence of the difficulties and embarrassments, which pervaded the financial transactions of the state in 1829, especially those which pertained to its works of internal improvement: and I trust that none will repine at the payment of a sum so small as that which the acts referred to will require of him, when he must feel assured, that what he pays is to aid in promoting the public welfare, to advance the prosperity and happiness of the people, "to maintain the character & standing of the State in which he lives, and to preserve her strength and resources," & when he is assured: that no other exertion will be required of him in reference to the objects which now create the necessity for the demand, nor will those now demanded of him be required for a longer period than the five years to which the several acts referred to have limited them. Every other state engaged in the improvement of its internal condition, has, it is believed, resorted to taxation for the payment of the interest upon its loans, the State of New-York, to a heavy tax upon the salt manufactured within the State, and even the comparatively young state of Ohio, which but the other day was a howling wilderness, but which is acquiring immortal honor, in consequence of the splendid and magnificent works of internal improvement now constructing within it, whose citizens are laboring under all the disadvantages attendant upon an almost entire absence of the circulating medium, and all the other difficulties and privations incident to a new country, from the very commencement of its public works, resorted to taxation to meet the interest upon loans for their construction. I have every confidence in my fellow citizens, that as soon as they shall be convinced of the necessity of the measure, and knowing as I do, the jealousy with which they watch over and guard their individual credit, and that with which their patriotic world inspire them in regard to the integrity and safety of that of the State, their objections to making a small contribution annually, for a short period, towards an object which has progressed too far to be abandoned, which has cost too many millions to be now arrested in its successful career, and suffered to go to ruin, and which promises too much future happiness in developing the character of the State, developing its resources, and increasing the prosperity, and adding to the wealth and happiness of

people, to be suffered to languish for the want of means so inconsiderable as those required by the revenue bills to which I have referred, must entirely cease. The responsibility incurred in recommending such a measure is felt in all its force; the necessity of the measure to sustain the credit of the State, will, it is believed, ensure its justification; but should it be otherwise, I have only to say, that the man who would prefer an ephemeral popularity to the solid interests of his country, is unworthy of public confidence, and his claims to public favor are certainly not to be envied.

By an act of assembly, entitled "An act to authorize a loan to defray the expenses of the Pennsylvania canal and rail road, and continue for a further time, an act to incorporate the subscribers to the bank of Pennsylvania, passed the 18th of March, 1830, that institution was required to lend, and the Governor was authorized to borrow, on the credit of the Commonwealth, a sum or sums of money, in the whole not exceeding four millions of dollars, at a premium of five and an half per cent. to be paid into the State treasury, in installments as mentioned in the act, and bearing an interest of five per cent. per annum, to be applied to canal and rail road purposes; and by the same act the bank of Pennsylvania is required to loan to the Commonwealth one million of dollars annually, for the term of three years from and after the first day of January, 1831, bearing interest at the rate of five per cent. per annum, provided that the same shall be required by law during any one of the three years mentioned in the act. And by another act, passed on the 27th of March, in the same year, entitled "an act making further appropriations for canals and rail roads," the board of canal commissioners was directed to cause so much of the contracts already made upon the different lines of the canals and rail roads as could be done, to be completed within that year, and they were enjoined in no way to enter into new contracts for the extension of any line of canal or rail road, except for the erection of a dam at or near Johnstown, and the construction of a canal and necessary works from thence to section number fifty-seven, on the Ligonier line, for the purpose of introducing the water into the Ligonier line of the western division of the canal. Several surveys were directed by this act, and the sum of \$3,459,532, was appropriated to be applied to aid in the payment of the temporary loans theretofore made, to canal and rail road purposes, and to be paid out of the loans of that year. In pursuance of this act three and an half miles of canal, below Johnstown, on the western division, were put under contract, and the sum of \$3,137,844 08, was disbursed in pursuance of the directions of the last mentioned act.

It may be proper here to remark, that the amount actually paid to the board of canal commissioners, up to the 21st of December, 1830, the date of their last report, was \$10,246,566 46. Of this sum, \$64,255 was disbursed in building a dam across the Conemaugh, and constructing three miles and an half of canal for introducing the water into the Ligonier line in the neighborhood of Johnstown, and \$10,182,311 46 were disbursed in satisfaction of contracts entered into in the years 1826, 1827, 1828, and 1829.

The last act of legislation that took place in relation to this all important subject, was the act of the last session, entitled "an act to continue the improvement of the State by canals and rail roads, passed 21st March last, requiring the canal commissioners to complete, as soon as practicable, the whole of the rail road between the rivers Schuylkill and Susquehanna, beginning at the intersection of Vine and Broad streets, in the city of Philadelphia, and thence extending to the end of the canal basin at Columbia, in the county of Lancaster," towards the completion of which, during the present year, the sum \$600,000 was specifically appropriated. They were also directed forthwith to complete the projected canal between the western terminus of the rail road between the rivers Schuylkill and Susquehanna, beginning at the intersection of Vine and Broad streets, in the city of Philadelphia, and thence extending to the end of the canal basin at Columbia, in the county of Lancaster, and out let locks to the river at Columbia, for the expenses and costs of which several works, the sum of \$116,170 was specifically appropriated.

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INFANCY.—BY MRS. HUGHES.
Sweet is life's first opening flower,
Sweet is every budding grace—
Sweet the fondly flattering hour,
When life first lights the infant's face,
Sweet then the throbs the mother feels,
The smile that kindles up her eye,
When the first fond glances steals
On the weak form of infancy.

Sweet are the flattering hopes that swell
Her ardent breast, as she the form,
To her so new, yet loved so well,
Clasps to ward off each threatening storm;
And as the pitiful note she hears
Of the first sad and mournful cry,
What the young sufferer so endears
As the sad wail of Infancy?

Young life is weak wherever found,
In man or in the creature wild,
But nought there is the world around,
So helpless as a human child.
The kitten soon can sport and play,
The dog soon acts with courage high,
But is there ought so helpless—Say—
So weak as human Infancy?

Yet that Almighty Power above,
Has order'd with the kindest care,
That an untried mother's love
Should all its wants, its sorrows share;
And whilst with sleepless eye she hangs
O'er its sick couch, and breathes the sigh,
Fond hopes suppress her struggling pangs,
And wins her smiles for Infancy.

It tells her that the breast is pure,
That vice is yet a stranger there,
And should truth hold the fort secure,
And virtue wave her standard there,
Then, though the infant's cry should prove
A herald of the future sigh.
Still will be near those forms of love,
Which watch'd the couch of Infancy.

Gen. Washington was a good Boy.
The Marquis de Lafayette repaired to Fredericksburg, previous to his departure for Europe, in the fall of 1784, to pay his parting respects to the mother of Washington.

Conducted by one of her grandsons, he approached the house, when the young gentleman observed, 'There sir, is my grandmother.' Lafayette beheld, working in the garden, clad in domestic made clothes and her gray head covered by a plain straw hat, the Mother of 'his hero.' The Lady saluted him kindly, observing—'ah, Marquis! you see an old woman—but come, I can make you welcome to my poor dwelling, without the parade of changing my dress.'

Much as Lafayette had heard and seen of the matron before, at this interesting interview he was charmed and struck with wonder. When he considered her great age, the transcendent elevation of her son, who, surpassing all rivals in the race of glory, 'bore the palm alone,' and at the same time discovered no change in her plain, yet dignified life and manners, he became assured that the Roman matron could flourish in the modern day.

The Marquis spoke of the happy effects of the revolution, and the goodly prospect which opened upon independent America, stated his speedy departure for his native land, and paid the tribute of his heart, his love and admiration of her illustrious son. To the encomiums which he had lavished upon his hero and paternal chief, the matron replied in words: 'I am not surprised at what George has done, for he was always a very good boy.'—Ladies Magazine.

From the New-York Enquirer.

A Windfall.—A few days since, a respectable gentleman of this city received a letter from Scotland, informing him that some property in that country, amounting in value to 30,000 pounds sterling, had devolved on a Mrs. McDonnell, who came to this country some years since, and who was supposed to reside in this city. The gentleman who received the letter placed a short notice in our Bulletin, requesting information as to where this female resided. In the course of the same day, some of her countrymen called on the gentleman and gave him the desired information; he proceeded to her lodgings, situated in a bare and comfortless garret room, in an obscure part of the city, where he found her with scarcely enough of provisions or means to procure them for the day. She had for a long time been barely able to support herself by her labor. The herald of her good fortune furnished her with the means of removing to lodgings more suited to the change in her pecuniary circumstances.

Exportation of Specie.—About 1,200,000 dollars of the precious metals left this port in the several packets this morning, for Europe. A single vessel—the new and splendid ship Sampson—alone takes out 600,000 dollars in silver. Those short-sighted political economists who suppose that national wealth consists in hoarding up specie, will probably groan over an account of such a quantity of the precious metals leaving the country in a single week; but we note the fact for a different purpose—as an indication of the extent & prosperity of our Commerce. If we had not the specie, of course it would not be remitted—having it, it makes no difference as to the actual prosperity of the nation, whether we remit the specie, or an equivalent amount of cotton. Specie is but an article of merchandise—it's ebb and flood are like the tides—wherever there is a vacuum to be filled it will flow, and is always sure to take the direction in which it is most wanted. Whenever, therefore, specie is most wanted here—that is, when it is

worth most here—there will be a reflux. The laws of trade are invariable in their operation, and will always regulate these matters. Meantime there will be no danger as to the currency of the nation, so long as we have such a healthy institution as the present National Bank, to regulate the exchanges of the country, and exercise a salutary check upon the country banks, always tending to over issues.—N. Y. Commr.

NOW'S THE TIME!

Tickets only 5 Dollars!

THE TWENTY-FIFTH CLASS OF THE UNION CANAL LOTTERY,
WILL BE DRAWN ON

Saturday the 17th of Dec.
60 Number Lottery—9 Drawn Bullets.

SCHEME.

1 prize of \$20,000	51	50
1 10,000	51	40
1 2,600	51	30
1 1,270	51	25
12 1,000	102	20
10 300	1530	10
20 200	11475	5
40 100		

Tickets, \$5, Halves, \$2 50,
Other Shares in proportion.

FOR SALE AT
CLARKSON'S,
Gettysburg, Dec. 6.

Drawn Numbers in Class No. 24,
54 13 25 31 45 20 11 21 12 26

20—11—26—A Prize of

\$1,000,

SOLD AT CLARKSON'S.

Stop the Thief & Runaway!

\$100 REWARD.

WAS Stolen from the stable of Martin Eichelberger, on Saturday the 26th of November, 1831,

A Blood Bay Horse, handsomely made, good carriage & action, with a large bald and two hind feet white, black mane and tail, about 10 years old.

Said horse was taken by my boy LOYD, who absconded from me the same evening, and was seen at the residence of said Eichelberger. Loyd is a bright Mulatto or Mustee, about 5 feet 2 inches high, looks at first sight to be a stout boy, but is broad across the shoulders, black and a bushy head of hair, when spoken to he is quick of apprehension, speaks very rapidly, walks stooped or bent forward when traveling; he is young, about 18 years of age; had on when he left home, a small white broad-brim hat, well worn; light drab coat and pantaloons, well worn, of domestic make—nevertheless he might have changed his coat for a blue or black one, which he had; had on a new pair of coarse double-soaled shoes, well nailed, and a red flannel roundabout.

I will give the above Reward for said

Boy and Horse, if secured so that I

may get them again, or seventy-five

dollars for the boy, and twenty-five for

the horse. All letters will be duly at

tended to if directed to me. Double

Pipe-creek, Frederick county, Md.

DANIEL M. KEMP.

Dec. 6. 51

NOTICE

IS HEREBY GIVEN,

TO all Legatees, Creditors and other persons concerned, that the Administration Accounts of the Estates of the deceased persons hereafter named, will be presented to the Orphans' Court of Adams county, for confirmation and allowance, on Tuesday the 27th day of December inst., to wit:

The account of Jesse Mark, Administrator of the Estate of Daniel Mark, deceased.

The account of Wm. Vanorsdalen, Executor of the Estate of Elizabeth Coshun, deceased.

The account of Wm. Quinn, Executor of the Estate of Isabella Shannon, deceased.

The account of Henry Hoke, Administrator of the Estate of Hannah Hoke, deceased.

The account of Thomas C. Miller, Administrator of the Estate of John Parr, deceased.

—ALSO—

The Guardianship account of John Harman, Guardian of John Lobach, Franklin Lobach, Catharine Lobach, and Lucy Ann Lobach, minor children of Abraham Lobach, deceased.

JOHN B. CLARK, Reg'r.

Register's Office, Gettysburg, 51

Dec. 6, 1831.

TO ALL CONCERNED.

WE the Subscribers, Referees appointed by the Orphans' Court of Adams county, to settle and adjust the disputed items in the account of Abraham King, Executor of William Walker, deceased, hereby give notice, that we will meet for that purpose at the house of Henry Farry, in Gettysburg, on Saturday the 24th day of December inst., at 10 o'clock, A. M. at which time all persons interested may attend and be heard.

B. GILBERT,
JOHN GARVIN,
T. C. MILLER.

Dec. 6.

PUBLIC SALE.

IN pursuance of an Order of the Orphans' Court of Adams county, Will be Exposed to Public Sale, on Monday the 26th day of December, inst., on the premises,

A Tract of Land,

Situate in Cumberland township, Adams county, about two miles from Gettysburg, adjoining lands of John Ritter, the heirs of Wm. McClellan, sen. John S. Crawford, Esq. and others, containing 230 ACRES, more or less. The improvements are a 2 story

Log House, double Log Barn, and Orchard; a spring of water near the house. There is a sufficiency of good Woodland.—To be sold as the Estate of Frederick Eicholtz, deceased.

The property will be shewn to any person wishing to purchase, by Jacob Eicholtz, residing thereon.

Sale to commence at 12 o'clock, M. when attendance will be given, and the terms of sale made known by

JOHN REX,

S. B. WRIGHT,

By the Court,

JOHN B. CLARK, Clerk.

Dec. 6.

ts

—ALSO—

PUBLIC SALE.

IN pursuance of an Order of the Orphans' Court of Adams county, Will be Exposed to Public Sale, on Friday the 16th day of December next, on the premises,

A Tract of Land,

Situate in Cumberland township, Adams county, adjoining lands of William M'Pherson, the heirs of John Sweeney, deceased, the heirs of J. McConaughy, deceased, and others, containing

233 ACRES,

more or less, on which are erected a

two-story weather-boarded

Dwelling-house,

a Log Barn, a good well of water, and an Orchard. There is a good proportion of excellent Woodland, and fine Meadow.

—ALSO—

At the same time and place,

A Tract of unimproved Land,

Situate in Franklin township, Adams county, adjoining lands of Dennis McGuire, John Robinson and others, containing NINETY ACRES, more or less.

—ALSO—

At the same time and place,

Two Lots of Ground.

In Mummasburg, adjoining — Hoster, and fronting on the Turnpike.—To be sold as the Estate of WM. HAMILTON, deceased.

Sale to commence at 2 o'clock, P. M. of said day, when attendance will be given, and the terms made known by

JAMES BLACK,

JESSE HAMILTON,

By the Court,

JOHN B. CLARK, Clerk.

Nov. 8.

ts

If the above Property is not sold on said day, it will be RENTED.

—ALSO—

At an Orphans' Court,

HELD at Gettysburg, for the County of Adams, on the twenty-eighth day of November, in the year of our Lord one thousand eight hundred and thirty-one—before Daniel Sheffer and Wm. McClean, Esquires, Judges, &c. assigned, &c. On motion—

The Court Grant a Rule,

On all the Heirs and Legal Representa-

tives of

MARY WIRT,

deceased, viz. Jacob Wirt, Christian Wirt, Catharine, married to Peter Ruell, the issue of Magdalena, deceased, who was married to William Gitt, and the issue of Susanna, who was married to John Oyler—to be and appear at the next Orphans' Court, to be held at Gettysburg, for the County of Adams, on Tuesday the 27th day of December next,

to accept or refuse to take the Real Estate of said deceased, at the valuation made thereof, agreeably to the Intestate laws of this Commonwealth.

By the Court,

JOHN B. CLARK, Clerk.

Dec. 6.

ts

—ALSO—

At an Orphans' Court,

HELD at Gettysburg, for the County of Adams, on the twenty-eighth day of November, in the year of our Lord one thousand eight hundred and thirty-one—before Daniel Sheffer and Wm. McClean, Esquires, Judges, &c. assigned, &c. On motion—

The Court Grant a Rule,

On all the Heirs and Legal Representa-

tives of

FREDERICK EICHOLTZ,

deceased, to wit: Catharine, intermarried with John Rex, Jacob Eicholtz, Frederick Eicholtz, Susanna, intermarried with Jacob Dotterow, and George, since deceased, leaving issue, two minor children, Elizabeth, whose guardian is Philip Fehl, and William, whose guardian is John Rex—to be and appear at the next Orphans' Court, to be held at Gettysburg, for the County of Adams, on Tuesday the twenty-seventh day of December next, to accept or refuse to take the Real Estate of said deceased, at the valuation made thereof, agreeably to the Intestate laws of this Commonwealth.

By the Court,

JOHN B. CLARK, Clerk.

Dec. 6.

ts

The Adams Sentinel.



AND FOR THE UNION,
GETTYSBURG, Dec. 23.

"CLAY, LIBERTY, AND UNION!"
NATIONAL REPUBLICAN NOMINATION.
FOR PRESIDENT,
HENRY CLAY, of Ky.
FOR VICE-PRESIDENT,
JOHN S. SERGEANT, of Pa.

National Republican Convention—This body assembled in Baltimore on Monday the 12th; and notwithstanding the inclemency of the weather, about 150 delegates appeared on that day. Gen. Abner Lacock, of Pa. was appointed President pro tem. and Thomas P. Ray, Esq. of Va. Secretary pro tem. The convention adjourned until the following day, when 156 delegates answered to their names. The Convention then proceeded to the choice of officers; and the following persons were unanimously appointed: Gov. Barbour, of Va. President; Gov. Kent, of Md.; Gov. Trimble, of Ohio; Gen. Porter, N. Y. and Judge Temple of Vt. Vice-Presidents; Joseph L. Tillinghast, of R. I. and Henry Bacon, of Ohio, Secretaries.

Mr. Barbour, on taking his seat, delivered a brief, but spirited address.—He then read to the Convention the following letter of Mr. Clay, which was received with loud plaudits:

WASHINGTON, Dec. 10, 1831.
MY DEAR SIR: I was extremely glad to learn that you had accepted the appointment of a member of the Baltimore Convention, which is to assemble next week, to nominate, for the consideration of the people of the U. S., candidates for their President and Vice President; and that notwithstanding the extraordinary inclemency of the weather, you proceeded to the city where the important trust is to be performed. It is to be sincerely hoped that the acknowledged patriotism and intelligence of the Convention, aided by the purity of intention and practical good sense by which I have so often witnessed you to be guided, in public affairs, may conduct your deliberations to results satisfactory to the community.

I must have been entirely regardless of passing events, if I had not observed that my name has been repeatedly mentioned as being likely to be brought before the Convention, and that, in some instances, delegates have been instructed by their constituents to yield support to it, as a candidate for the Presidency. This restriction, or any restriction, upon the perfect freedom of deliberation and decision of the Convention, is inexpedient. It would have had a more happy constitution if it had embodied the will of all who are desirous of rescuing the Executive Government of the Union from the misrule which threatens to subvert established institutions and systems of policy, long and deservedly cherished, and to bring disgrace and ruin upon the country. So constituted, the Convention could have made a comparative estimate of the many citizens of the United States who are competent to discharge the duties of the Chief Magistrate, and selected from among them that one, who, possessing the requisite principles, would probably unite, to the greatest extent, the public confidence and the public support. For one, I anxiously wish that the Convention, dismissing every feeling of previous attachment or predilection, will now make impartially such an estimate and selection; and should their choice fall upon any individual other than myself, it shall have, not only my hearty acquiescence and concurrence, but my cordial and zealous co-operation.

I have been very desirous to lay these sentiments before the convention, but it has appeared to me that I could not formally do it without incurring the imputation of presumption or indecency. Will you then, my dear Sir, with whom I have so often had the happiness to be associated in the public council, consent to be the organ of making them known, if necessary, to the Convention? Should my name not be presented to its consideration for the Presidency, it will not be proper or necessary to make the communication, but if it should be, I confide the manner of doing it to your judgment and sense of propriety.

With fervent wishes for the prevalence of good feelings and harmony in the Convention, I am cordially and constantly your friend,

HENRY CLAY.

JAMES BARNETT, Esq.

Mr. Peter R. Livingston then rose, and, in a speech of great eloquence, admirable for its many points, its general tenor, its accurate portraiture of the conduct and character of the distinguished individual who was the subject of his remarks, its apposite and forcible references to the pages of history and the opinions of departed statesmen, its chaste style, deep feeling and energetic delivery, nominated HENRY CLAY.

The nomination was received with loud and reiterated plaudits.

It was then moved and carried, that the *viva voce* mode of voting should be adopted, and that, as the roll was called, each member should rise in his place, and pronounce the name of the individual he desired to put in nomination.

The roll was then called, and each member rising in his place, gave his vote, after which the chair announced that 155 votes had been taken, and that the whole number was given for HENRY CLAY.

Here the plaudits were enthusiastically reiterated.

A committee of seven was now appointed to prepare an address to the people of the U. S.; and a committee of one from each State to notify Mr. Clay of his nomination. [These appointed a sub-committee, who proceeded immediately to Washington.] On the following day, the committee appointed for this purpose, presented the following letter to the Convention from Mr. Clay:

WASHINGTON, 13th Dec. 1831.

GENTLEMEN—I have the honor to acknowledge the receipt of the note which, as a committee of the Convention of National Republican Delegates,

now assembled in Baltimore, you addressed to me, stating that I had been this day unanimously nominated by the Convention as a candidate for the office of President of the United States.

This manifestation of the confidence of a body so distinguished, is received, gentlemen, with lively sensibility and profound gratitude. Altho' I should have been glad if the convention had designated some citizen of the United States more competent than myself to be the instrument of accomplishing the patriotic objects they have in view, I do not feel at liberty to decline their nomination. With my respectful and cordial acknowledgements, you will be pleased to communicate to the Convention my acceptance of their nomination, with the assurance that, whatever may be the event of it, our common country shall ever find me faithful to the Union, and the Constitution, to the principles of public liberty, and to those great measures of National policy which have made us a people, prosperous, respected, and powerful.

Accept, gentlemen, of my thanks for the friendly manner in which you have conveyed the act and sentiments of the Convention.

I am, with high respect, your obedient servant,

H. CLAY.

Messrs. PETER R. LIVINGSTON, &c.

The Convention then proceeded to the nomination of a Vice-President; and it appeared, that John Sergeant, of Pa received the unanimous vote of the Convention. A committee was appointed to inform Mr. Sergeant of his nomination, and request his acceptance. The following was handed in to the Convention on the following day:

MR. SERGEANT'S ANSWER.

BALTIMORE, Dec 14, 1831.

GENTLEMEN—I have received your note of this date, informing me that the National Republican Convention now sitting in this city, have unanimously nominated me as a candidate for the office of Vice President of the United States.

The nomination by a body so enlightened and patriotic, for one of the highest trusts of the Republic, is felt to be a very great honor, and is appreciated accordingly. It is the more gratifying, as it associates me in their estimation and support with that distinguished citizen, whose public life and character, marked by undeviating devotion to the best interests of our country, and a spirit as generous as it is elevated, are a sure pledge that an administration under his guidance would be comprehensive and national, aiming unceasingly to preserve the Union, to maintain the supremacy of the Constitution and Laws, to keep unbroken the public faith and honor, and to regard with becoming indulgence and respect the honest differences of opinion among our fellow citizens, which our Republican institutions permit and invite.—To co-operate with him, to the extent of whatever means I possess, in thus promoting the welfare and happiness of the nation, and rescuing the freedom of opinion and conduct from unconstitutional oppression, would be no less my pleasure than my duty.

Be pleased, gentlemen, to make known to the Convention my acceptance of their nomination, and with it, to express to them the unaffected sensibility with which I have received this distinguished proof of their confidence.

I beg you to accept my thanks for the kind and flattering terms of your communication, and to be assured of the high respect of

Gentlemen, your most obedient servant,

JOHN SERGEANT.

To Messrs. ABNER LACOCK, &c.

When the letters of acceptance by Mr. Clay and Mr. Sergeant were read, they were received by three loud bursts of applause.—We have never witnessed such enthusiasm as was displayed by the numerous spectators attendant on the deliberations of the Convention.—Every heart throbbed with pride at the lofty character of those under whose banner they were now enlisting.

The Convention, on Thursday, waited in a body on the venerable Charles Carroll, of Carrollton, and tendered to him their respects. A number of distinguished spectators were present—amongst whom we observed Gov. Coles, of Illinois, and the Hon. Daniel Webster, of Mass. A number of Delegates arrived daily, and swelled the number to nearly 170. As they took their seats, they all recorded their votes for Clay and Sergeant. On Friday, the Address to the people of the U. States was read—after a most eloquent address from the President, and the adoption of a number of resolutions, the Convention adjourned *sine die*. There were 18 States, and the District of Columbia represented.

This is but a hasty sketch of the principal acts of the Convention—all that we can find time and room for today. We must remark, that we have scarcely ever seen congregated together, a more respectable body of men, both in talent and appearance.

The Influenza, as it is termed, has scarcely ever been more general than at present. In all quarters of the country, its prevalence is noticed. "This cold—this dreadful cold" meets you every place you visit; and the "barking" you hear in every assemblage gives token of sincerity in the complaint. Scarcely a family in our region of country has escaped an attack; and we learn, that every place, almost, has been equally afflicted.

The Influenza, as it is termed, has scarcely ever been more general than at present. In all quarters of the country, its prevalence is noticed. "This cold—this dreadful cold" meets you every place you visit; and the "barking" you hear in every assemblage gives token of sincerity in the complaint. Scarcely a family in our region of country has escaped an attack; and we learn, that every place, almost, has been equally afflicted.

The cold, during the past week, has been intense—the mercury at some hour of the twenty-four in each day having fallen as low as zero, and sometimes 1 or 2 degrees below. In addition to the severity of the cold on Saturday last, the wind blew a complete hurricane, commencing about 5 in the morning, and continuing with greater or less force, for nearly 24 hours. We have no doubt damage has been done. We have heard that a house in Franklin township, near Mr. Bailey's tavern, was overturned by the violence of the wind. No injury was done in this town, excepting the destruction of a few tavern signs.—Our oldest inhabitants cannot remember having experienced such a stress of severe weather.

In Poland, the authority of Russia was gradually re-establishing.

The Cholera Morbus continues to cause the utmost alarm throughout Europe. We do not perceive, however, that it has as yet extended its ravages beyond Hamburg and Altona.

The assassination of Capo D'Istria

does not surprise us. Whether his removal will be beneficial to Greece, or

only entail other evils upon the country by the introduction of a new tyrant

or anarchy, may be reasonably doubted.

The Boston Morning Post remarks that it was stated in the pulpit, by one of the clergy, that nearly twenty thousand persons are sick in that city—about one third of the population.

Baltimore Prices Current.

From the Patriot of Saturday last.

Flour, 500	33 to 37
Wheat, 100 to 120	39
Corn, 45 to 52	45
Rye, 78 to 80	34

MARRIED,

On Wednesday, the 7th inst. by the Rev. C. G. McLean, Mr. Alexander McIlvan, to Miss Eliza Brinkerhoff—both of Mountpleasant township.

On Sunday the 4th inst. by the Rev. Mr. Geiger, Mr. John Palmer, of this county, to Miss Elizabeth Brown, of Frederick county, Md.

On Thursday the 1st inst. by the Rev. N. J. Stroh, Mr. Samuel Wagner, of Adams co. to Miss Nancy Doner, of Westpennsborough township, Cumberland county.

DIED,

On Sunday the 4th inst. Mr. Andrew Tupper, of Germany township, in the 84th year of his age.

On the 24th ult. Mr. John Jacob Acker, of this county, in the 67th year of his age.

On Tuesday the 6th inst. in Philadelphia, of inflammation of the brain, Mrs. Nancy, wife of Wm. F. Geddes, publisher of the Philadelphia, and daughter of the late Henry McCormick, of Dauphin county, Pa. in the 28th year of her age.

On Wednesday last, Michael Strehly, of Mountpleasant township, in the 12th year of his age.

PUBLIC SALE.

THE subscriber, Executor of the last Will and Testament of HENRY HOKER, deceased, will offer at Public Sale on Friday the 30th December inst. a

2 STORY STONE Dwelling House

and Lot of Ground, with the Improvements, situate in East York Street, in the borough of Gettysburg, late part of the estate of said deceased. Sale to commence at 2 o'clock, p. m.—Attendance will be given and terms of sale made known by.

GEORGE SMYSER, Ex'r.

Dec. 20.

If not sold on said day, the property will be RENTED for one year from the first of April next.

PUBLIC SALE.

IN pursuance of an Order of the Orphans' Court of Adams county, Will be Exposed to Public Sale, on Monday the 23d of January next, at the Court-house in the borough of Gettysburg.

A Tract of Land,

Situate in Cumberland township, Adams county, adjoining lands of William McPherson, the heirs of John Sweeney, deceased, the heirs of J. McConaughy, deceased, and others, containing

25 ACRES,

more or less, on which are erected a two-story weather-boarded Dwelling-house, a Log Barn, a good well of water, and an Orchard. There is a good proportion of excellent Woodland, and fine Meadow.

ALSO—

At the same time and place,

A Tract of unimproved Land,

Situate in Franklin township, Adams county, adjoining lands of Dennis McGuire, John Robinson and others, containing NINETY ACRES, more or less.—To be sold as the Estate of WM. HAMILTON, deceased.

Sale to commence at 12 o'clock, m. of said day, when attendance will be given, and the terms made known by

JAMES BLACK,

JESSE HAMILTON, Adm'r.

By the Court,

JOHN B. CLARK, Clerk.

Dec. 20.

If the above Property is not sold on said day, it will be RENTED.

SPLENDID SCHEME!

One Prize of \$25,000,

ONE of 10,000,

1 of 5,000, 1 of 4,440,

AND NO LESS THAN

FOURTY OF \$1,000!

THE TWENTY-SIXTH CLASS OF THE UNION CANAL LOTTERY,

WILL BE DRAWN ON

Saturday the 31st of Dec.

60 Number Lottery—9 Drawn Ballots.

SCHEME.

1 prize of \$25,000 51 100

1 10,000 51 50

1 5,000 102 40

1 4,440 102 30

40 1,000 1479 20

40 500 11475 10

51 200

Tickets, \$10—Halves, \$5;

Other Shares in proportion.

FOR SALE AT

CLARKSON'S.

Gettysburg, Dec. 20.

Drawn Numbers in Class No. 25,

16 33 37 53 34 26 59 1 44

THE AMERICAN SICKLE.

navigation. It is sincerely hoped that the means for finishing the several works now under contract and in active progress will be liberally furnished, and that nothing will be omitted that may have a tendency to facilitate their completion and render them productive in order that the state may soon realize the abundant harvest from them which their extent and the magnificent scale on which they are constructed give so much reason to anticipate. The whole amount of money which has been paid to the Treasurer of the Board of Canal Commissioners up to the 23d November, was twelve millions, three hundred thirty-four thousand, four hundred and eighty-eight dollars and sixty-two cents; of this sum two millions, ninety-two thousand, seven hundred and two dollars and thirty seven cents, have been received by him since the date of the last report of the Board of Canal commissioners, out of which the sum of one million two hundred sixty-one thousand, two hundred and sixty-six dollars seven cents, was paid out for repairs and damages connected with and on account of old contracts entered into prior to the year 1830, in which year but 34 miles of canal was authorised to be constructed. This sum of twelve millions, three hundred and thirty-four thousand, four hundred and eighty-eight dollars and sixty-two cents, with the additions that will be required to finish the several works, may seem large to most of my fellow citizens, and to constitute a debt that neither we nor our posterity will be able to discharge. I am not one of those who believe a public debt to be a public blessing, nor would I willingly lend my aid as a public functionary to involve the Commonwealth in a visionary scheme of imaginary improvement, the success or practicability of which would be entirely of doubtful experiment, and the utility or public advantage of which would be altogether problematical or uncertain. Neither of these is in my opinion the case with the plan of improvement now prosecuting in this state; but if it were otherwise, there has been no period within the last two years when the progress of the system could have been arrested without producing consequences not only involving inextricable ruin and destruction individuals, contractors and others, largely engaged in the construction of the works, but the state itself in difficulties of the most disastrous character, from which it could not have been extricated without incurring the imputation of pursuing a vacillating course of policy, and of a want of good faith in its transactions with individuals; besides being justly chargeable with a want of that bold and magnanimous spirit of enterprise which her abundant resources and the wealth and prosperity she enjoys in such profusion would justly entitle her to entertain and to indulge; the loss of from ten to twelve millions of dollars and the abandonment to ruin and entire destruction of works, which, when finished, would be considered proud monuments of Pennsylvania's wisdom and greatness, but if abandoned, must and inevitably would be considered the degrading monuments of her imbecility and folly; would, I should suppose, satisfy the most sceptical, of the consummate disgrace and ignominy to which such a course of policy must necessarily have subjected her. Besides, without in that case possessing a single work of valuable improvement within the State, her debt, with all the interest accumulated thereon, would, without any aid to be derived from any other source, be drawn from the pockets of the people by a heavy and burdensome taxation. But if we may judge from the operations of the New-York Canals, which in that great state have, in the course of a few years, caused cities to spring up in the midst of a howling wilderness, and the wilderness itself to be converted into fruitful fields, and to become the resort of the industrious and enterprising from all sections of the country, and which, from their almost incredible productiveness, leave no room for doubt that in the course of a very few years they will not only pour into the Treasury of the State the millions which their construction cost, but will produce a revenue thereafter permanent and ample for all the purposes to which the State may desire to apply it; we can scarcely permit ourselves to entertain a doubt that a similar state of prosperity and success awaits us and will in a short time manifest itself in the operations upon our own public work; our means of giving full employment to our Canals and Rail Roads, when they shall have been finished, being at least equal to, if not greater than those of the State of New-York. The abundance of our Coal and Iron, of the former of which they possess none, and of the latter comparatively but small quantities, will give our works advantages in reference to their active business which theirs do not possess; in all other respects.

real and other productions which will require transportation to market, and will seek that by the Canals and Rail Roads, will be at least equal to theirs. May we not then indulge the very reasonable hope, that, if their public works will in a few years pay for themselves by the revenues they produce, but will do so likewise, if we will only exercise sufficient patience to see them finished and placed in a condition to accomplish so desirable, but at the same time so certain a result.

Owing to the unusually protracted rainy season and the continual state of humidity and moisture produced in consequence of it, the public works, which had been finished in the fall of the last & early in the spring of the present year, were not so productive as had been anticipated. The works being new, the frequent rains and the want of proper canals which had not become sufficiently settled and firm, and produced repeated breaches, in consequence of which the navigation was often interrupted and rendered precarious and unsafe in regard to the delays which were necessarily by that means occasioned, which begat a want of confidence in the security against the hindrance and want of expedition to which the transportation of produce to market or for return lading upon the canals, would thus necessarily be exposed.

The heavy freshets too which swelled the Conemaugh and Kiskiminetas rivers to an extraordinary height, caused great injury and destruction to the public works along the western division of the canal; and the dam at Leechburg, a large proportion of it having been carried off, it became necessary to construct a new one; this work being an extensive one required considerable time for its accomplishment, and caused the operations upon that division of the canal to be protracted from early in the month of July, until the present time, but it is rapidly approaching a state when the water will again be introduced, and the navigation restored to its former prosperous and useful condition. The several divisions of the Pennsylvania canal which have recently been in a condition for safe and active navigation, and which give great promise of realizing all the solid advantages, and fulfilling the high expectations in future, which the friends of the system have not ceased to anticipate from them, are the Eastern division from Middleborough to Duncan's Island, 24 miles in length, part of the Susquehanna division from the out-let lock at Duncan's Island to the commencement of the Juniata division, 1 mile and 54-100ths long, the Juniata division extending from Duncan's Island to section No. 181, 4 of a mile above the town of Huntingdon, in Huntingdon county, being 85-5-100ths miles in length. The Susquehanna division extending also from Duncan's Island to the south end of the towing path bridge at Northumberland; being 39 miles in length, including 1-53-100ths mile above mentioned; the North Branch division extending from its intersection with the West Branch, in the basin at the town of Northumberland, to the feeder dam at Nanticoke falls, being 551 miles in length, and the Western division above mentioned, extending from Johnstown, in the county of Cambria, to the out-let lock into the Monongahela at Pittsburg, being in length 104 miles and 33-100ths of a mile, to which may be added the Delaware division from Bristol to Easton, being in length 573, and into which throughout its whole length, it is understood, the water has been very recently admitted.

The amount of tolls received upon the several divisions of the canal, (owing to the causes I have mentioned,) up to the 31st October last, was \$38,241 20. It is estimated that the receipts into the treasury from that source, will in the whole of the next season amount to the sum of \$150,000.

For the state of the public works now under contract, and the time of their probable completion, you are respectfully referred to the report of the canal commissioners which will contain, in detail, all the necessary information in reference to the various subjects connected with the internal improvement of the State.

It is a fact, that redounds greatly to the honor of this State, and the recollection of it must always be gratifying to its citizens, that Pennsylvania was the first state in the Union to commence and prosecute with success the improvement of her internal condition. The first turnpike road ever constructed in the United States is intended for its commencement and completion to the State of Pennsylvania, and although avarice and prejudice had well nigh毁灭ed that prouid monument, the Philadelphia and Lancaster turnpike road, reared by the spirit of improvement that manifested itself so early a period.

The mail stage to perform the journey between Philadelphia and Pittsburg, is now travelled in less than a single day. The success of this substantial and highly useful memorial of the determined perseverance of its projectors, caused the spirit of improvement to spread throughout every portion of the State, and although the spirit of opposition continued, those of improvement and patriotism triumphed, and we have now within this happy commonwealth, more than 2,500 miles of turnpike roads, and notwithstanding the uniform opposition that has always manifested itself against every attempt to enter upon a new project of improvement, Pennsylvania has now within her limits internal improvements, consisting of turnpike roads, canals, rail ways and bridges, all of them constructed since the year 1791, for which there has been disbursed from the public treasury of the State, and by corporations, a sum exceeding thirty-seven millions of dollars; and yet, after all these large disbursements, Pennsylvania has not been impoverished, nor is she less prosperous now than she was before these improvements were constructed, and the disbursements made; on the contrary, her prosperity has been greatly enlarged, and the wealth, the comforts and the happiness of her people have been most astonishingly increased. What would have been the condition of Pennsylvania, if her turnpike roads had never been constructed, and her bridges had not been built? In that case, instead of possessing an extensive territory of fertile and luxuriant soil, eminently improved, studded with numerous splendid and highly cultivated

lands, embellished with beautiful and substantial dwelling houses and barns, and exhibiting one continued scene of abundance, wealth and continually increasing prosperity and comfort, the consequences of the encouragement given, by the opening of those numerous avenues to market, to industry and enterprise, and the strong inducement to increase production thus excited; we should present an immense unimproved surface, with here and there a hut, a slovenly, careless, indifferent state of agriculture, which the want of encouragement, by opening the necessary avenues and conveniences to market, will always produce, and a state of squalid poverty and wretchedness that would contrast body

with the richness of our soil, and the numerous advantages with which the God of nature has favored us, and which we should improve with a view to an increase of our comforts and happiness.

The northern and western regions of Pennsylvania present strong claims for legislative attention, to secure to them, and their respective wants. Possessing throughout a rich and exuberantly productive soil, a healthy climate and capacity to admit of a numerous and dense population, and eminently calculated to confer on that population the blessings of health and abundance, which in connexion with the cheapness of the soil cannot fail to hold out strong inducements to the emigrant, and especially to the young, the industrious and the enterprising, to seek for the comforts and advantages in those sections of the State which are denied to them elsewhere.

The rapid increase of population in that region of the west, which lies between Pittsburgh and Lake Erie, and the spirit of enterprise and improvement which is every where visible, the active industry and intelligence of its population, its mineral productions and its entire adaptation to every species of production known to agriculture, or to the most enlarged state of proficiency to which husbandry has attained, give it strong claims to a participation in the advantages of the public improvements now constructing by the State, by opening a line of communication from Pittsburg to Erie Harbor by such route

as shall be deemed to possess the greatest possible advantages. The great superiority which a line of improvement, connecting the great eastern and western waters with Lake Erie, would have over the Erie canal, in the State of New-York, by presenting an open and safe navigation from four to six weeks earlier in the spring, and from two to four weeks later in the fall than that afforded by the great New-York improvement, would not fail to draw into this State, a large proportion of the trade from the territory of Michigan, & also of that of the State of Ohio. The rapid settlement, and the immense advantages that would immediately result from such an improvement, would not only tend to increase the prosperity of an immense fertile territory, but would add largely to the general wealth & eminently increase the power, the strength and resources of the State.

The same observations which have been made with regard to the great western region, will apply with all their force to that of the north, and to its valuable, enterprising & industrious population. The people on the North Branch of the Susquehanna, present, it is believed, as strong claims to legislative attention, with regard to a distribution of its scheme of improvements and an extension of them into that region from the end of the canal now constructing on the North Branch, to the line dividing this State from that of New-York, as can be presented from any quarter.

A canal or slack water navigation to the State line, would, by a canal for a distance of sixteen miles from thence to the town of Elmira, in the State of New-York, give a connection through the Chenango and Seneca canals, and the Seneca and Cayuga canal, with the great Hudson and Erie canal, and thus open a water communication with all the interior of the State of New-York. An examination and survey of the route from the waters of the Susquehanna, to the Seneca lake, was deemed sufficiently important by the legislature to have authorized and cause it to be made during the administration of the late Governor Snyder. It is believed that the advantages resulting from such an improvement would be incalculable; it would possess all the advantages in common with a communication with Lake Erie above referred to, in regard to a more early and late navigation in the spring and fall than any of the New-York canals would afford. Much of the produce of that great and productive State would find vent to the eastern and southern markets by the Pennsylvania canal, and the salt & plaster that would be brought into this State from the State of New-York, and the coal and iron that would be taken from Pennsylvania into that State in return, would it is believed abundantly justify the enterprise.

The improvement of the navigation of the Monongahela, by means of a slack water navigation from near Pittsburg to Brownsville in the county of Fayette, and the final extension of the canal from Easton to Carpenter's Point on the Delaware, are subjects, it is believed, too important to escape the attention of the legislature.

Having pointed out the eminent advantages which would result from the improvements contemplated in the regions of the West and of the North, and suggested the propriety of improving the navigation of the Monongahela and of the extension of the canal from Easton along the line of the Delaware to Carpenter's Point, it remains for you, to whom the revenues of the Commonwealth have been committed, and by whom they can alone be appropriated, to direct when, in what manner, and to what extent those works shall be commenced and prosecuted with a view to their final completion.

The act of incorporation, long sought for by the citizens of York county, granting them the privilege of constructing a rail road to the Maryland line, might, it seems to me, be extended to that enterprising people, without the danger of compromising the interests of the State of Pennsylvania—when we all are to bear their proportion of the public burdens, it is but reasonable that all should participate in the public benefits.

I have received, during the recess of the legislature, from the Governors of the States of Connecticut, New-Hampshire, and Maine, communications enclosing Resolutions of their respective State Legislatures, copies of which will be laid before you.

All the duties enjoined upon the executive by the laws or by resolutions of the legislature, have been promptly discharged.

With the assurance of a most cordial co-operation with you in all such constitutional measures as you shall in your wisdom deem it expedient to adopt for the public good, I

commend you to the direction and guidance of Him who alone can lead you in the course of your deliberations, to wise and happy results.

GEO. WOLF.

Harrisburg, December 7, 1831.

Silk.—We learn from the New York American, Advocate, that there were raised in the town of Mansfield, in Connecticut, during the last year, three thousand two hundred pounds of raw Silk. This looks like a serious beginning of the culture of an important article of commerce and consumption.

Pennsylvania Legislature.

IN SENATE—DECEMBER 6.

This being the day fixed in the Constitution for the meeting of the Legislature, both branches convened in the Senate.

On motion of Mr. Sullivan, the returns of the new members were read; twenty-nine members present.

On motion of Mr. Drumheller, Senate went into the election of Speaker. WILLIAM G. HAWKINS had 28 votes, and JACOB KREPPS 1 vote. W. G. Hawkins elected.

On motion, Mr. Ringland, Mr. Matheys and Dr. Burden, were appointed a committee who, in conjunction with a similar committee of the House of Representatives, if the House should appoint such committee, should inform the Governor, that the two Houses were organized, and ready to receive his communication.

Messrs. Petrikin and Krepps were appointed a committee to inform the House of Representatives that the Senate is organized.

Adjourned till 11 o'clock to-morrow.

DECEMBER 7.

On motion of Mr. Krepps, the following were appointed the

STANDING COMMITTEES.

Accounts—Messrs. Miller, Blythe, Meching, Jackson, of Huntingdon, and Kern.

Claims—Messrs. Sullivan, Krepps, Symes, Matheys and Drumheller.

Judiciary System—Messrs. Kerlin, Packer, Miller, Livingston and Burden.

Militia System—Messrs. Ringland, Piper, Robinson, Matheys and Cunningham.

Banks—Messrs. Boyd, Jackson, of Huntingdon, Bertolet, Houston and Taylor.

Education—Messrs. Hassinger, Jackson, of Chester, Livingston, Fullerton and Morris.

Roads, Bridges and Inland Navigation—Messrs. Cunningham, Petrikin, Hays, Drumheller and Hassinger.

Agriculture and Domestic Manufactures—Messrs. Drumheller, Jackson, of Chester, Bertolet, Wilber and Robinson.

Election Districts—Messrs. Krepps, Klingensmith, Piper, Blythe and Fullerton.

Vice and Immorality—Messrs. Fullerton, Boyd, Drumheller, Robinson and Meckling.

Compare Bills and present them to the Governor, for his approbation—Messrs. Krepps, Miller, Bertolet, Miller and Kern.

Corporations—Messrs. Packer, Hays, Miller, Hassinger and Klingensmith.

Estates and Escheats—Messrs. Morris, Miller, Petrikin, Ringland and Boyd.

Revenue Bills from the House of Representatives—Messrs. Taylor, Burden, Jackson, of Huntingdon, Klingensmith and Boyd.

State Library—Messrs. Burden, Piper and Wilber.

On Public Buildings—Messrs. Stoever, Ringland, Bertolet, and Hassinger.

After the presentation of several petitions, and the adoption of a number of resolutions, the Senate, agreeably to order, went into an election of clerks, of officers and printers, when the following was the result:

WALTER S. FRANKLIN, Clerk.

LAWRENCE L. MINOR, Assistant clerk.

JOSEPH BLACK, Sergeant-at-arms.

ROBERT DICKY, Door-keeper.

HENRY WELSH, Printer of the English Journal.

JOHN HERBST, Printer of the German Journal.

HAMILTON & SON, Printer of the Bills.

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HOUSE OF REPRESENTATIVES.

DECEMBER 6.

At 3 o'clock the House was organized, in accordance with the provisions of the Constitution; the clerk having read over the returns of the several election districts, it appeared that ninety-six members were present.

It was moved and seconded, that the House proceed to the election of Speaker, when on a second ballot, Mr. JOHN LAPORTE received 56 votes, which elected him. Mr. JOHN GEBHART, the Anti-masonic candidate, with one off, and one on, retained his 20 votes.

DECEMBER 8.

The Speaker announced the following as the

STANDING COMMITTEES.

Ways and Means—Messrs. Patterson, of Washington, Riddell, Stewart, Ashmead, Anderson, Hopkins and Wallace.

Judiciary System—Messrs. Shannon, McCulloch, Fuller, Findlay, Smith, Greenough and Ramsey.

Claims—Messrs. Ramsey, Stewart, McWilliams, Piatt, Campbell, Collar and Shearer.

Agriculture—Messrs. Oliver, Kerr, Pottenger, Pickering, Kneppley, Lynn and Hinckle.

Education—Messrs. Anderson, Stokes, Houston, Vansant, Kerr, Dunlop, and Buchanan.

Domestic Manufactures—Messrs. Dunlop, Wanner, Gaynor, Boileau, Mackey, Donnel and Griffith.

Accounts—Messrs. Huntzinger, Shearer, Reid, of Armstrong, Irvin, McKeahan, Wey and Porter.

Militia System—Messrs. Davis, Power, McWilliams, Patterson, of Fayette, Gross, Mathiot and Buchanan.

Election Districts—Messrs. Boyer, Hoover, Felton, Whitehill, Weida, Bertels and Cocklin.

Banks—Messrs. Peltz, Riddell, Brown, Brattan, Broadhead, Beecher and Moorhead.

Estates and Escheats—Messrs. Wough, Goolman, Fox, Coplan, Marshall, Burrows and Mitchell.

Bridges, State and Turnpike Roads—Messrs. Gebhart, Johnston, Strom, Tolminson, Martin, Stokes and Spald.

Corporations—Messrs. Read, of Susquehanna, Goodman, Rhule, Ashbridge, Rankin, James, High.

Inland Navigation and Internal Improvement—Messrs.

navigation. It is anxiously hoped that the means for finishing the several works now under contract and in active progress will be liberally furnished, and that nothing will be omitted that may have a tendency to facilitate their completion and to render them productive, in order that the state may soon realize the abundant harvest from them which their extent and the magnificent scale on which they are constructed give so much reason to anticipate. The whole amount of money which has been paid to the Treasurer of the Board of Canal Commissioners up to the 23d November, was twelve millions, three hundred thirty-four thousand, four hundred and eighty-eight dollars and sixty-two cents; of this sum two millions, ninety-two thousand, seven hundred and two dollars and thirty seven cents, have been received by him since the date of the last report of the Board of Canal commissioners, out of which the sum of one million two hundred sixty-one thousand, two hundred and sixty-six dollars seven cents, was paid out for repairs and damages connected with and on account of old contracts entered into prior to the year 1830, in which year but 3½ miles of canal was authorised to be constructed. This sum of twelve millions, three hundred and thirty-four thousand, four hundred and eighty-eight dollars and sixty-two cents, with the additions that will be required to finish the several works, may seem large to most of my fellow citizens, and to constitute a debt that neither we nor our posterity will be able to discharge I am not one of those who believe a public debt to be a public blessing, nor would I willingly lend my aid as a public functionary to involve the Commonwealth in a visionary scheme of imaginary improvement, the success or practicability of which would be entirely of doubtful experiment, and the utility or public advantage of which would be altogether problematical or uncertain. Neither of these is in my opinion the case with the plan of improvements now prosecuting in this state: but if it were otherwise, there has been no period within the last two years when the progress of the system could have been arrested without producing consequences not only involving inextricable ruin and destruction individuals, contractors and others, largely engaged in the construction of the works, but the state itself in difficulties of the most disastrous character, from which it could not have been extricated without incurring the imputation of pursuing a vacillating course of policy, and of a want of good faith in its transactions with individuals; besides being justly chargeable with a want of that bold and magnanimous spirit of enterprise which her abundant resources and the wealth and prosperity she enjoys in such profusion would justly entitle her to entertain and to indulge; the loss of from ten to twelve millions of dollars and the abandonment to ruin and entire destruction of works, which, when finished, would be considered proud monuments of Pennsylvania's wisdom and greatness, but, if abandoned, must and inevitably would be considered the degrading monuments of her imbecility and folly, would, I should suppose, satisfy the most sceptical, of the consummate disgrace and ignominy to which such a course of policy must necessarily have subjected her. Besides, without in that case possessing a single work of valuable improvement within the State, her debt, with all the interest accumulating thereon, would, without any aid to be derived from any other source, be drawn from the pockets of the people by a heavy and burdensome taxation. But if we may judge from the operations of the New-York Canals, which in that great state have, in the course of a few years, caused cities to spring up in the midst of a howling wilderness, and the wilderness itself to be converted into fruitful fields, and to become the resort of the industrious and enterprising from all sections of the country, and which, from their almost incredible productiveness, leave no room for doubt that in the course of a very few years they will not only pour into the Treasury of the State the millions which their construction cost, but will produce a revenue thereafter permanent and ample for all the purposes to which the State may desire to apply it; we can scarcely permit ourselves to entertain a doubt that a similar state of prosperity and success awaits us and will in a short time manifest itself in the operations upon our own public works: our means of giving full employment to our Canals and Rail Roads, when they shall have been finished, being at least equal to, if not greater than those of the State of New-York. The abundance of our Coal and Iron, of the former of which they possess none, and of the latter comparatively but small quantities, will give our works advantages in reference to their active business which theirs do not possess; in all other respects too the quantity of our agricultural and other productions which will require transportation to market, and will seek that by the Canals, and Rail Roads, will be at least equal to theirs. May we not then indulge the very reasonable hope, that, if their public works will in a few years pay for themselves by the revenues they produce, ours will do so likewise, if we will only exercise sufficient patience to see them finished and placed in a condition to accomplish so desirable, but at the same time so certain a result.

Owing to the unusually protracted rainy season and the continual state of humidity and moisture produced in consequence of it, the public works, which had been finished in the fall of the last & early in the spring of the present year, were not so productive as had been anticipated. The works being new, the frequent heavy rains affected the banks of the canals which had not become sufficiently settled and firm, and produced repeated breaches, in consequence of which the navigation was often interrupted and rendered precarious and unsafe in regard to the delays which were necessarily by that means occasioned, which begat a want of confidence in the security against the hindrance and want of expedition to which the transportation of produce to market or for return lading upon the canals, would thus necessarily be exposed.

The heavy freshets which swelled the Conemaugh and Kiskiminetas rivers to an extraordinary height, caused great injury and destruction to the public works along the western division of the canal; and the dam at Leechburg, or a large proportion of it having been carried off, it became necessary to construct a new one; this work being an extensive one required considerable time for its accomplishment, and caused the operations upon that division of the canal to be protracted from early in the month of July, until the present time, but it is rapidly approaching a state when the water will again be introduced and the navigation restored to its former prosperous and useful condition. The several divisions of the Pennsylvania canal which have recently been in a condition for safe and active navigation, and which give great promise of realizing all the solid advantages, and fulfilling the high expectations in future, which the friends of the system have not ceased to anticipate from them, are the Eastern division from Middletown to Duncan's Island, 24 miles in length, part of the Susquehanna division from the out-let lock at Duncan's Island to the commencement of the Juniata division, 1 mile and 59-100ths long, the Juniata division extending from Duncan's Island to section No. 184, ¼ of a mile above the town of Huntingdon, in Huntingdon county, being 85 5-100ths miles in length. The Susquehanna division extending also from Duncan's Island to the south end of the towing path bridge at Northumberland, being 39 miles in length, including 1 58-100th mile above mentioned; the North Branch division extending from its intersection with the West Branch, in the basin at the town of Northumberland, to the feeder dam at Nanticoke falls, being 55½ miles in length, and the Western division above mentioned, extending from Johnstown, in the county of Cambria, to the out-let lock into the Monongahela at Pittsburgh, being in length 104 miles and 33-100ths of a mile, to which may be added the Delaware division from Bristol to Easton, being in length 59½, and into which throughout its whole length, it is understood, the water has been very recently admitted.

The amount of tolls received upon the several divisions of the canal, (owing to the causes I have mentioned,) up to the 31st October last, was \$33,241 20. It is estimated that the receipts into the treasury from that source, will in the whole of the next season amount to the sum of \$150,000.

For the state of the public works now under contract, and the time of their probable completion, you are respectfully referred to the report of the canal commissioners which will contain, in detail, all the necessary information in reference to the various subjects connected with the internal improvement of the State.

It is a fact, that redounds greatly to the honor of this State, and the recollection of it must always be gratifying to its citizens, that Pennsylvania was the first state in the Union to commence and prosecute with success the improvement of her internal condition. The first turnpike road ever constructed in the United States is indebted for its commencement and completion to the State of Pennsylvania, and although avarice and prejudice had well nigh demolished that proud monument, the Philadelphia and Lancaster turnpike road, reared by the spirit of improvement that manifested itself so early a period, by a fierce and violent opposition to it in all its stages; still perseverance overcame opposition: the highly useful and valuable enterprise was eventually completed, and the distance between Philadelphia and Lancaster, which before its construction required nearly as much time to travel it as now occupies the mail stage to perform the journey between Philadelphia and Pittsburgh, is now travelled in less than a single day. The success of this substantial and highly useful memorial of the determined perseverance of its projectors, caused the spirit of improvement to spread throughout every portion of the State, and although the spirit of opposition continued, tho' of improvement and patriotism triumphed, and we have now within this happy commonwealth, more than 2,500 miles of turnpike roads, and notwithstanding the uniform opposition that has always manifested itself against every attempt to enter upon a new project of improvement, Pennsylvania has now within her limits internal improvements, consisting of turnpike roads, canals, rail ways and bridges, all of them constructed since the year 1791, for which there has been disbursed from the public treasury of the State, and by corporations, a sum exceeding thirty-seven millions of dollars: and yet, after all these large disbursements, Pennsylvania has not been impoverished, nor is she less prosperous now than she was before these improvements were constructed, and the disbursements made: on the contrary, her prosperity has been greatly enlarged, and the wealth, the comforts and the happiness of her people have been most astonishingly increased. What would have been the condition of Pennsylvania if her turnpike roads had never been constructed, and her bridges had not been built? In that case, instead of possessing an extensive territory of fertile and luxuriant soil, eminently improved, studded with numerous splendid and highly cultivated farms, embellished with beautiful and substantial dwelling houses and barns, and exhibiting one continued scene of abundance, wealth and continually increasing prosperity and comfort, the consequences of the encouragement given, by the opening of those numerous avenues to market, to industry and enterprise, and the strong inducement to increase production thus exerted; we should present an immense unimproved surface, with here and there a hut, a slovenly, careless, indifferent state of agriculture, which the want of encouragement, by opening the necessary avenues and conveniences to market, will always produce, and a state of squalid poverty and wretchedness that would contrast badly

with the richness of our soil, and the numerous advantages with which the God of nature has favored us, and which he designed we should improve with a view to an increase of our comforts and happiness.

The northern and western regions of Pennsylvania present strong claims for legislative attention to their several interests, and their respective wants. Possessing throughout a rich and exuberantly productive soil, a healthy climate and a capacity to admit of a numerous and dense population, and eminently calculated to confer on that population the blessings of health and abundance, which in connexion with the cheapness of the soil cannot fail to hold out strong inducements to the emigrant, and especially to the young, the industrious and the enterprising, to seek for the comforts and advantages in those sections of the State which are denied to them elsewhere.

The rapid increase of population in that region of the west, which lies between Pittsburgh and Lake Erie, and the spirit of enterprise and improvement which is every where visible, the active industry and intelligence of its population, its mineral productions and its entire adaptation to every species of production known to agriculture, or to the most enlarged state of proficiency to which husbandry has attained, give it strong claims to a participation in the advantages of the public improvements now constructing by the State, by opening a line of communication from Pittsburgh to Erie Harbor by such route as shall be deemed to possess the greatest possible advantages. The great superiority which a line of improvement, connecting the great eastern and western waters with Lake Erie, would have over the Erie canal, in the State of New-York, by presenting an open and safe navigation from four to six weeks earlier in the spring, and from two to four weeks later in the fall than that afforded by the great New-York improvement, would not fail to draw into this State, a large proportion of the trade from the territory of Michigan, & also of that of the State of Ohio. The rapid settlement, and the immense advantages that would immediately result from such an improvement, would not only tend to increase the prosperity of an immense fertile territory, but would add largely to the general wealth & eminently increase the power, the strength and resources of the State.

The same observations which have been made with regard to the great western region, will apply with all their force to that of the north, and to its valuable, enterprising & industrious population. The people on the North Branch of the Susquehanna, present, it is believed, as strong claims to legislative attention, with regard to a distribution of its scheme of improvements and an extension of them into that region from the end of the canal now constructing on the North Branch, to the line dividing this State from that of New-York, as can be presented from any quarter. A canal or slack water navigation to the State line, would, by a canal for a distance of sixteen miles from thence to the town of Elmira, in the State of New-York, give a connection through the Chemung and Seneca canals, and the Seneca and Cayuga canal, with the great Hudson and Erie canal, and thus open a water communication with all the interior of the State of New-York. An examination and survey of the route from the waters of the Susquehanna to the Seneca lake was deemed sufficiently important by the legislature to have authorized and cause it to be made during the administration of the late Governor Snyder. It is believed that the advantages resulting from such an improvement would be incalculable—it would possess all the advantages in common with a communication with lake Erie above referred to, in regard to more early and late navigation in the spring and fall than any of the New-York canals would afford. Much of the produce of that great and productive State would find vent to the eastern and southern markets by the Pennsylvania canal, and the salt & plaster that would be brought into this State from the State of New-York, and the coal and iron that would be taken from Pennsylvania into that State in return, would it is believed abundantly justify the enterprise.

The improvement of the navigation of the Monongahela, by means of a slack water navigation from near Pittsburgh to Brownsville in the county of Fayette, and the final extension of the canal from Easton to Carpenter's Point on the Delaware, are subjects, it is believed, too important to escape the attention of the legislature.

Having pointed out the eminent advantages which would result from the improvements contemplated in the regions of the West and of the North, and suggested the propriety of improving the navigation of the Monongahela and of the extension of the canal from Easton along the line of the Delaware to Carpenter's Point, it remains for you, to whom the revenues of the Commonwealth have been committed, and by whom they can alone be appropriated, to direct when, in what manner, and to what extent these works shall be commenced and prosecuted with a view to their final completion.

The act of incorporation, long sought for by the citizens of York county, granting them the privilege of constructing a rail road to the Maryland line, might, it seems to me, be extended to that enterprising people, without the danger of compromising the interests of the State of Pennsylvania—when we all are to bear their proportion of the public burdens, it is but reasonable, that all should participate in the public benefits.

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All the duties enjoined upon the executive by the laws or by resolutions of the legislature, have been promptly discharged.

With the assurance of a most cordial co-operation with you all in all your constitutional measures as you shall in your wisdom deem it expedient to adopt for the public good, I command you to the direction and guidance of Him who alone can lead you in the course of your deliberations, to wisdom and happy results.

GEO. WOLF.

Harrisburg, December 7, 1831.

Silk.—We learn from the New York American Advocate, that there were raised in the town of Mansfield, in Connecticut, during the last year, three thousand two hundred pounds of Raw Silk. This looks like a serious beginning of the culture of an important article of commerce and consumption.

Pennsylvania Legislature.

IN SENATE—DECEMBER 6.

This being the day fixed in the Constitution for the meeting of the Legislature, both branches convened in the Capitol, accordingly.

On motion of Mr. Sullivan, the returns of the new members were read; twenty nine members present.

On motion of Mr. Drumheller, Senate went into the election of Speaker. WILLIAM G. HAWKINS had 28 votes, and JACOB KREBBS 1 vote—W. G. Hawkins elected.

On motion, Mr. Ringland, Mr. Matheys and Dr. Burden, were appointed a committee, who, in conjunction with a similar committee of the House of Representatives, if the House should appoint such committee, should inform the Governor, that the two Houses were organized, and ready to receive his communication.

Messrs. Petrikian and Krebbs were appointed a committee to inform the House of Representatives that the Senate is organized.

Adjourned till 11 o'clock to-morrow.

DECEMBER 7.

On motion of Mr. Krebbs, the following were appointed the

STANDING COMMITTEES.

Accounts—Messrs. Miller, Blythe, Mechan, Jackson, of Huntingdon, and Kern.

Claims—Messrs. Sullivan, Krebbs, Smyser, Matheys and Drumheller

Judiciary System—Messrs. Kerlin, Packer, Miller, Livingston and Burden.

Militia System—Messrs. Ringland, Piper, Robinson, Matheys and Cunningham.

Banks—Messrs. Boyd, Jackson, of Huntingdon, Bertolet, Houston and Taylor.

Education—Messrs. Hassing, Jackson, of Chester, Livingston, Fullerton and Morris.

Roads, Bridges and Inland Navigation—Messrs. Cunningham, Petrikian, Hays, Drumheller, Bertolet, Houston and Taylor.

Manufactures—Messrs. Adams, Lewis, Condict, Findlay, Horn, Dayne, Worthington, and Barbour, of Va.

Agriculture—Messrs. Root, McCoy, of Va. Smith, of Pa. Chaudier, Jenifer, Wheeler, and Tompkins.

Judiciary—Messrs. Davis, of S. C. Ellsworth, Daniel, White, of Lou. Foster, Gordon, and Beardsley.

District of Columbia—Messrs. Doddridge, Washington, Semmes, Armstrong, Thomas, of Md. McCoy, of Pa. and China.

Post Office and Post Roads—Messrs. Johnson, of Ky. Conner, Russell, Pearce, Jewett, Johnson, of Va. and Newman.

Private Land Claims—Messrs. Johnson, of Tenn. Coke, Stanberry, Mardis, Marshall, Carr, of Indiana, and Ballard.

Public Lands—Messrs. Wickliffe, Duncan, Hunt, Irvin, Clay, Boon, and Plummer.

Revolutionary Claims—Messrs. Muhlenberg, Nuckles, Bouldin, Crane, Bates, of Mass. Hammons, and Standifer.

Revolutionary Pensions—Messrs. Hubbard, Isaacs, Mitchell, of S. C. Denny, Pendleton, Doubleday, and Kavanaugh.

Invalid Pensions—Messrs. Burges, Ford, Evans, of Maine, Reed, of N. York, Appleton, Lansing, and Southard.

Public Expenditures—Messrs. Hall, of N. C. Davenport, Lyon, Thomson, of Ohio, Coulter, Pierson, and Henry King.

Territories—Messrs. Kerr, of Md. Creighton, W. B. Shepard, Williams, of N. C. Huntington, Allen, of Ky. and Roane.

Academy—Messrs. Allen, of Va. Burd, and Bergen.

Revisal and Unfinished Business—Messrs. Reed, of Mass. Kenyon, and Soule.

Expenditures in the Treasury Department—Messrs. Stephens, Wardwell, and Fitzgerald.

Expenditures in the War Department—Messrs. A. H. Shepperd, Mann, and Felder.

Expenditures in the State Department—Messrs. Lent, Evans, of Pa. and McKay.

Expenditures of Public Buildings—Messrs. Young, Spence, and Tracy.

Expenditures in the Post Office—Messrs. Hawes, Bates, of Maine, and Broadhead, of N. Y.

Expenditures in the Navy Department—Messrs. Maxwell, Hall, of Tenn. and Harper.

went into an election of officers and printers, when the following was the result:

FRANCIS R. SHUNK, Clerk.

THOS. J. GROSS, Assistant Clerk.

JAMES SMITH, Sergeant-at-arms.

THOMAS WALLACE, Door-keeper.

HENRY WELSH, Printer of the English Journal.

JACOB BAAB, Printer of the German Journal.

HAMILTON & SON, Printer of the Bills.

CONGRESS.

HOUSE OF REPRESENTATIVES.

The following gentlemen were announced as having been appointed by the Chair, since the last sitting of the House, to compose the several

STANDING COMMITTEES.

Elections—Messrs. Claiborne, Randolph, Holland, Griffin, Bethune, Collier, and Arnold.

Ways and Means—Messrs. McDuffie, Verplanck, Ingersoll, Gilmore, Alexander, Wilde, and Gaither.

Commerce—Messrs. Cambreleng, Howard, Sutherland, Lamar, Newton, Davis, of Mass. and Jarvis.

Claims—Messrs. Whittlesey, of Ohio, Barber, of Conn. McIntire, Patton, Ihrie, Hogan, and Kencher.

Foreign Affairs—Messrs. Archer, Everett, of Mass. Taylor, Polk, Crawford, Burnwell, and Wayne.

Military Affairs—Messrs. Drayton, Vance, Blair, of S. C. Mitchell, of Maryland, Speight, Adeir, and Ward.

Naval Affairs—Messrs. Hoffman, Carson, White, of N. York, Anderson, Branch, Milligan, and Watrough.

Indian Affairs—Messrs. Bell, Lewis, Thompson, of Georgia, Angel, Storrs, Mason, and Leecombe.

Manufactures—Messrs. Adams, Lewis, Condict, Findlay, Horn, Dayne, Worthington, and Barbour, of Va.

Judiciary—Messrs. Davis, of S. C. Ellsworth, Daniel, White, of Lou. Foster, Gordon, and Beardsley.

District of Columbia—Messrs. Doddridge, Washington

The Adams Sentinel.

POETRY.

FEMALE FRIENDSHIP.

BY MISS M. R. MILFORD.

Joy cannot claim a purer bliss,
Nor grief a stain from dew more clear,
Than female friendship's parting tear,
How sweet the heart's full bliss to pour
To her whose smile must crown the store!
How sweeter still to tell of woes
To her whose faithful breast would share
In every grief, in every care
Whose sigh can lull them to repose!
Oh! blessed sigh! there is no sorrow,
But from thy breath can sweetest sorrow,
Even to the pale and drooping flower
That fades in love's neglected hour,
Even with her woes can friendship's power,
One happier feeling bleed;
Tis from her restless bed to sleep,
And sink like wearied babe to sleep,
On the soft couch her sorrows sleep,
The bosom of a friend.

WE PART TO MEET AGAIN.

When the low heart is sad and deep,
And tears are flowing fast;
When memory bids the young heart weep
For moments that are past;
Sweet to the soul the whispering
Of Hope and promise, when
Fancy's soft fairy voices sing,
"We part to meet again."

Various Matters.

Culture and Manufacture of Silk.—The Economy Society in this county (Beaver) have brought this branch of Industry to a greater degree of perfection than its most sanguine friends had anticipated in so short a period. During the past season they raised from 70 to 75 pounds of raw silk, and are now manufacturing it into handkerchiefs and vestings. The handkerchiefs are of a good quality, though nothing extraordinary, but the vesting, (at least the pattern we saw) is an elegant and substantial fabric—for beauty and durability it exceeds any foreign article of the kind we have seen. The price of the vesting we consider low, at \$1.50 per yard, or pattern. A number of patterns have been forwarded to Harrisburg, to members of the legislature—one for Governor Wolf, and some for members of his cabinet. The one we saw, is in possession of John R. Shannon, Esq. of this place, where persons wishing to examine the fabric can call. This society certainly deserves to be patronized, for their industry and perseverance in the manufacture of silk, and we are well assured that nothing is wanting but a sight of their fabrics to insure a ready market for all they can manufacture.

Although we cannot agree with Mr. Rapp in political matters, yet this will not create in us any feelings hostile to the society or to Mr. Rapp as a neighbor. We admire the society for its industry, sobriety, and perseverance, in the manufacturing arts.—*Beaver Repub.*

The Coal Trade.—Schuylkill county has sent upwards of 80,000 tons of coal to market.—This quantity would require, to be conveyed on a turnpike, 40,000 wagons, 40,000 men and 160,000 horses, and would load 260 ships of 300 tons burthen. All this coal was mined within a circuit of eight miles round Pottsville. The coal is worth in the ground, on the average, about 30 cents per ton, and was purchased by the consumer at about 6 dollars per ton, which would amount to 480,000 dollars. Deduct 24,000 dollars, the value of coal in the ground, and you have an actual capital created by honest industry of four hundred and fifty-six thousand dollars from Schuylkill county alone—and from Schuylkill, Lehigh & Lackawana operations an aggregate capital of one million of dollars in one season! Such are the effects of the Anthracite Coal Trade of Pennsylvania—and are they not really wonderful!

Miner's Journal.

Fortunate Discovery.—Our neighbor, (Mr. Custis) who owns the Distillery at Nail Creek, in this village, in the process of distillation from corn, perceived an oil which rose upon the surface of the liquor. He took pains to collect it and make a trial of its properties. It has been determined by repeated experiments by various persons, that the oil answers as well for burning as the best spermacti oil. It is equally pure, and as free from any offensive smell, and will burn as long. Further experiments are making of its use in painting, and it is alledged, (although a fair trial has not yet been made) that it answers all the purposes of linseed oil. Mr. Custis procures a little less than a quart from a bushel of corn, and from 9 to 12 gallons per day, from the quantity of corn which he works up. This oil is worth one dollar a gallon. It is not to be sold to the public, as it does not diminish the quantity of liquor or whiskey.

Urga Mea.

We learn from an authentic source, that Mr. Solomon Wright, of the town of Fishkill, died last week in consequence of drinking a large quantity of rum, which he took to relieve himself from an attack of intermittent fever. We are assured that Mr. W. was a sober, respectable man, and a member of the Baptist church. He fell a martyr to quackery.—*Pough. Jour.*

More calculation!—Sundry newspapers give us calculations as to the cost of certain articles in England and the U. States: for instance, that cloth, worth 100 cents the square yard in the former, costs 146 cents in the latter, &c. But these folks forget another important comparison of prices,—that, while from 22 to 30 cents are paid for a day's labor in England from 62 to 75 are paid for such service in America; and that, in the latter, bread and meat are at much less than half the prices that they bear in the former—hence, the difference in wages for a week enables the American to pay the "tax" on all the cloth that he needs for a year—to say nothing of his cheaper and far better subsistence!—*Niles.*

"Where Freedom dwells."—It has been mentioned, as a curious fact, that at the despotic court of Russia, attended by ambassadors from most of the despotic governments in the world, (there was not SLAVE to be found, except in the family of JOHN RANDOLPH, and no minister KNEELED to the emperor, except the representative of our proud REPUBLIC, in which all men are born FREE AND EQUAL, and profess to bend the knee to none but their Maker.) So much for the reform that sends half crazed men on foreign missions.]

SOMERSET (Pa.) Nov. 22.—Last Thursday the Coroner was called upon to hold an inquest upon the body, or rather the skeleton of a female, which was found a short distance from the turnpike, about 5 miles east of Stoystown, in this county, on what is called Burkhardt's hill. The deceased appears from the clothes found on the spot to have been a German woman, advanced in age, her hair being partly gray; around her neck was a string of beads with a crucifix attached, and in her pocket was found a peach stone and a hazel nut just going into hull, which indicate that she may have come to her death sometime in August or September last. She was found in a hollow created by the fall of a tree out of the root, and covered with rubbish and some green bushes which had been cut off and thrown over her. Both her thigh bones were broken. Nobody being missing in the neighborhood, the current suspicion is that she was murdered by some movers, and hid as above stated. The verdict of the jury, we understand, was, that she came to her death by the hands of some person or persons unknown.

Cyphering Slates.—At Delaware Water Gap, 20 miles above Easton, in Bucks County, Pa. where the rocks are piled up 1200 feet high, James M. Porter has a manufactory of Cyphering Slates, operating by water power—They are smoothed, framed, ready for sale superior to imported ones, each in two minutes. Last year it made 4200 dozen slates; and will finish 5000 dozen the present year.

Changing a Name.—A western paper announces the marriage of Miss Polly Schrecongost. We unite in congratulating her. She did well to change her name. What a pity it is, that John Ollendorfengrapensteinrehochenbicker—who, it appears, has a letter in the Baltimore Post Office—could not get rid of his name by an equally agreeable process. The ladies have the advantage in this respect.

NOTICE
IS HEREBY GIVEN.

TO all Legatees, Creditors and other persons concerned, that the Administration Accounts of the Estates of the deceased persons hereafter named, will be presented to the Orphans' Court of Adams county, for confirmation and allowance, on *Tuesday the 27th day of December inst.*, to wit:

The account of Jesse Mark, Administrator of the Estate of Daniel Mark, deceased.

The account of Wm. Vanorsdalen, Executor of the Estate of Elizabeth Coshen, deceased.

The account of Wm. Quinn, Executor of the Estate of Isabella Shannon, deceased.

The account of Henry Hoke, Administrator of the Estate of Hannah Hoke, deceased.

The account of Thomas C. Miller, Administrator of the Estate of John Parr, deceased.

—ALSO—
The Guardianship account of John Harman, Guardian of John Lobach, Franklin-Lobach, Catharine Lobach, and Lucy Ann Lobach, minor children of Abraham Lobach, deceased.

JOHN B. CLARK, Reg'r. Register's Office, Gettysburg, Dec. 6, 1831.

TO ALL CONCERNED.

WE, the Subscribers, Referees appointed by the Orphans' Court

of Adams county, to settle and adjust

the disputed items in the account of A-

braham King, Executor of WILLIAM

WALKER, deceased, hereby give notice,

that we will meet for that purpose at

the house of Henry Forry, in Gettys-

burg, on *Saturday the 24th day of De-*

cember, inst. at 10 o'clock, A. M. at

which time all persons interested may

attend and be heard.

B. GILBERT,
JOHN GARVIN,
T. C. MILLER.

Dec. 6.

tm

In the Court of Common Pleas of Adams County.

OF JANUARY TERM, 1831.

W. M. GREEN, Sen. } No. 96, January 7,

1831. *Vendition.*

BENJAMIN DUNN. } *Exponas.*

Sheriff Cobean returns House and

Lots sold to William Gitt for \$150.

Monies made and costs \$117.36.

28th Nov. 1831. Rule on the She-

rieff to bring the monies into Court for

appropriation at the next Court.

By the Court,

G. WELSH, Proth'y.

Dec. 9.

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